

and thereafter shall be credited on the books of the State Comptroller and expended, upon approval by the Board of Public Works, for the following public purposes, including any applicable architects' and engineers' fees: for the acquisition, improvement, and rehabilitation of property and property rights of any kind in rail facilities within and without the State of Maryland as follows: Townsend, Delaware to Centreville; Massey to Chestertown; Clayton, Delaware to Easton; Queen Anne's to Denton; Seaford, Delaware to Cambridge; Preston to Hurlock; Salisbury to Hebron; King's Creek to Crisfield; and Littlestown, Pennsylvania to Frederick. These property rights may be acquired on the terms and conditions recommended by the Secretary of Transportation and the Board of Public Works.

(4) There is hereby levied and imposed an annual State tax on all assessable property in the State in rate and amount sufficient to pay the principal of and interest on the bonds as and when due and until paid in full, such principal to be discharged within fifteen years of the date of issue of the bonds.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 1981.

Approved May 19, 1981.

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#### CHAPTER 606

(House Bill 201)

AN ACT concerning

#### Commuter Rail Subsidies Services

FOR the purpose of ~~establishing a revenue account in the Transportation Trust Fund, providing for disbursement of the revenue account in the form of certain subsidies to certain commuter rail lines, prescribing the rate of the subsidies~~ providing that the Department of Transportation shall continue to operate certain commuter rail lines at certain levels of service; and ~~providing that the State Department of Transportation may not discontinue the subsidies such service without certain approval by the General Assembly and requiring the Department of Transportation to recover a certain percentage of commuter rail operating costs from fares and operating revenues.~~

BY adding to

Article - Transportation  
Section 3-217